

SERVICE MANUAL

DATSUN PICK-UP
MODEL 620 SERIES
CHASSIS & BODY



NISSAN MOTOR CO., LTD.
TOKYO, JAPAN

SECTION FE

ENGINE CONTROL, FUEL & EXHAUST PIPING

FE

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ENGINE CONTROL FUEL & EXHAUST PIPING

ENGINE CONTROL SYSTEM

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DESCRIPTION

The accelerator control system is of flexible cable type so that the linkage

operates smoothly and the system is not affected by engine vibration.

On the vehicles destined for U.S.A.

and Canada, the accelerator switch is used in the Exhaust Emission Control System.

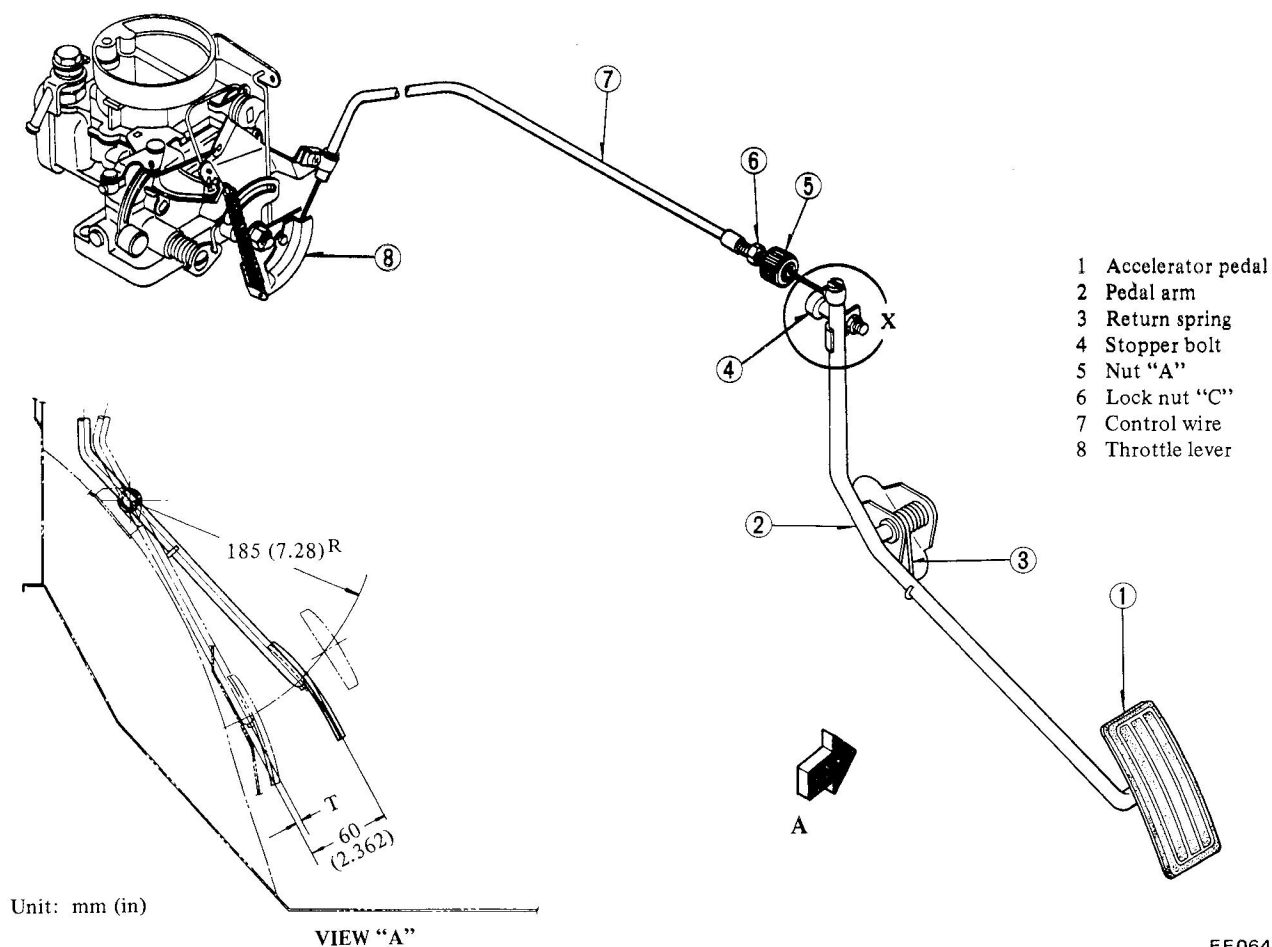
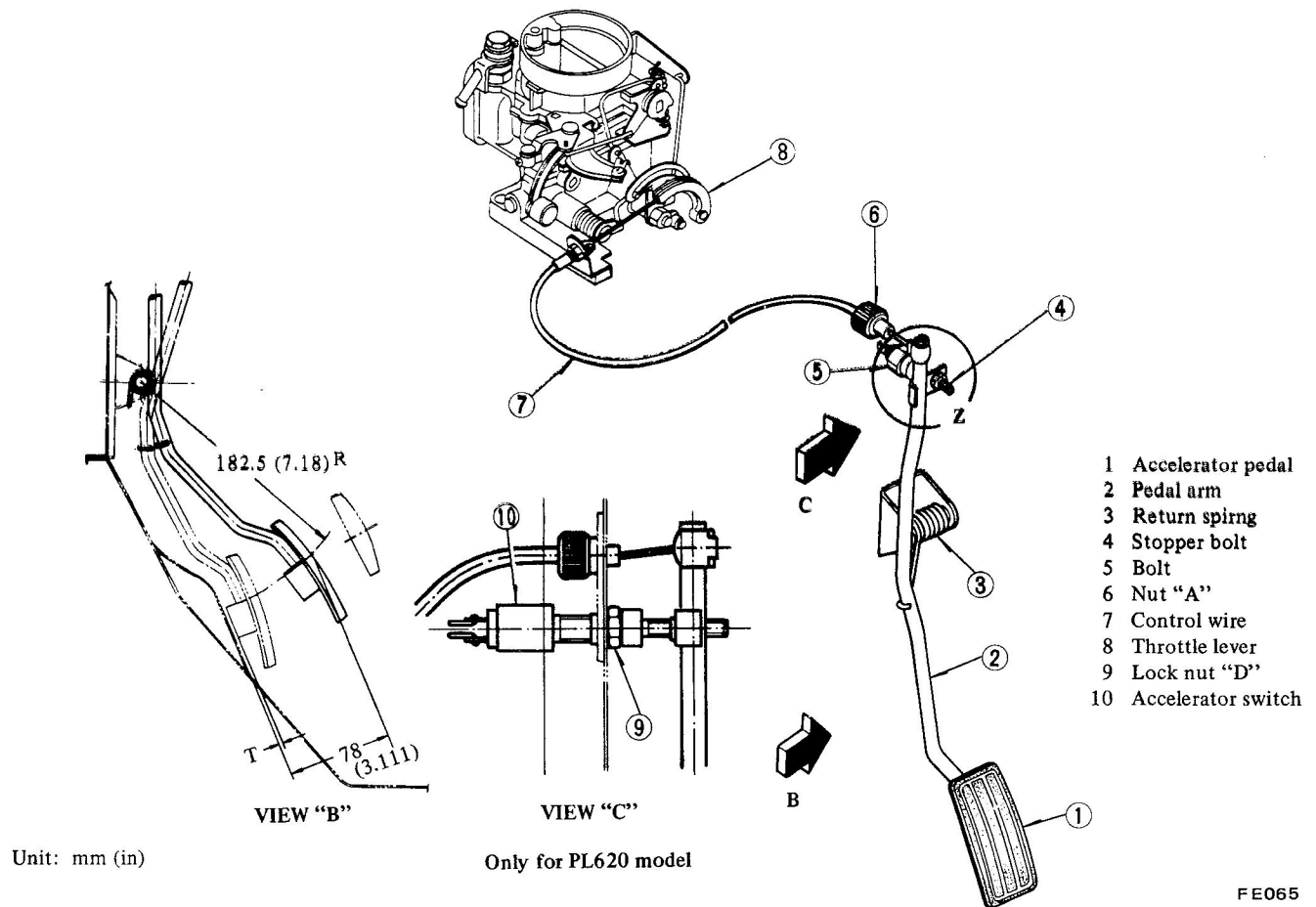


Fig. FE-1 Accelerator control system for R.H. drive

ENGINE CONTROL FUEL & EXHAUST PIPING



FE065

Fig. FE-2 Accelerator control system for L.H. drive

REMOVAL AND INSTALLATION

Accelerator control system

1. Remove return spring from pedal

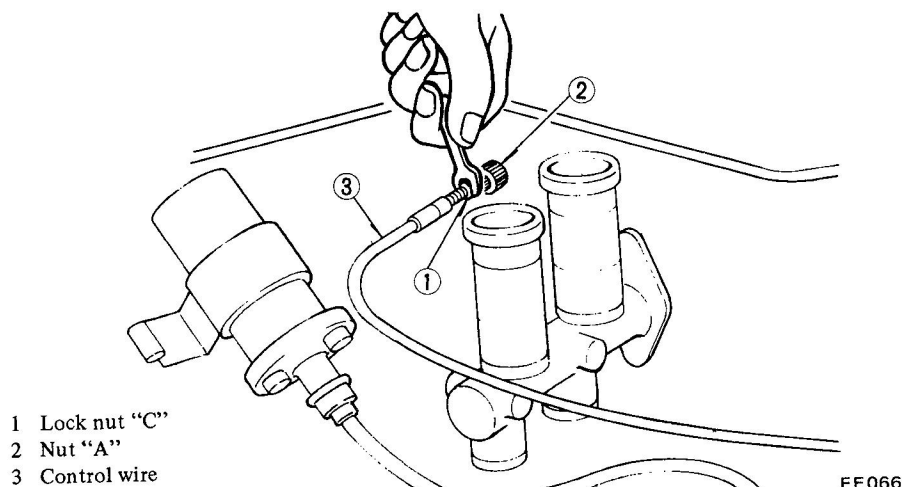
arm with a pair of pliers.

2. Remove accelerator pedal.
3. Disconnect control wire from throttle lever of carburetor.
4. Loosen lock nut "C" and remove nut "A," then take out control wire as an assembly.

5. Installation is reverse order of removal.

Choke control system

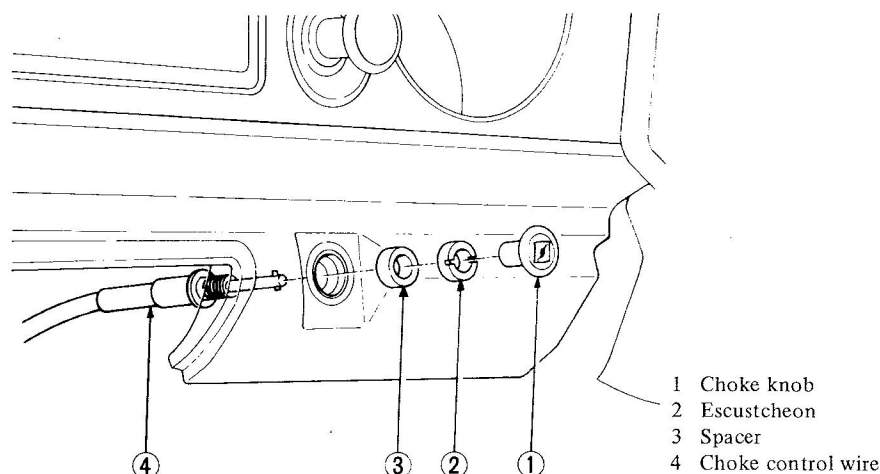
1. Disconnect choke wire from choke control lever of carburetor.
2. Remove choke knob. Pull out knob, hold wire with a pair of pliers, and then rotate knob 90° counter-clockwise while pushing on knob. Wrap wire with rags to avoid damaging wire.
3. Remove lock nut securing wire to instrument panel and take out choke control wire as an assembly.



FE066

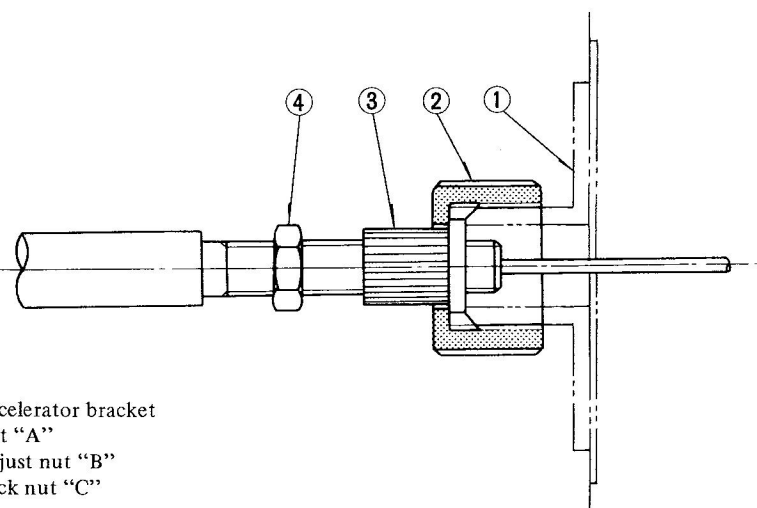
Fig. FE-3 Removing accelerator control wire

ENGINE CONTROL FUEL & EXHAUST PIPING



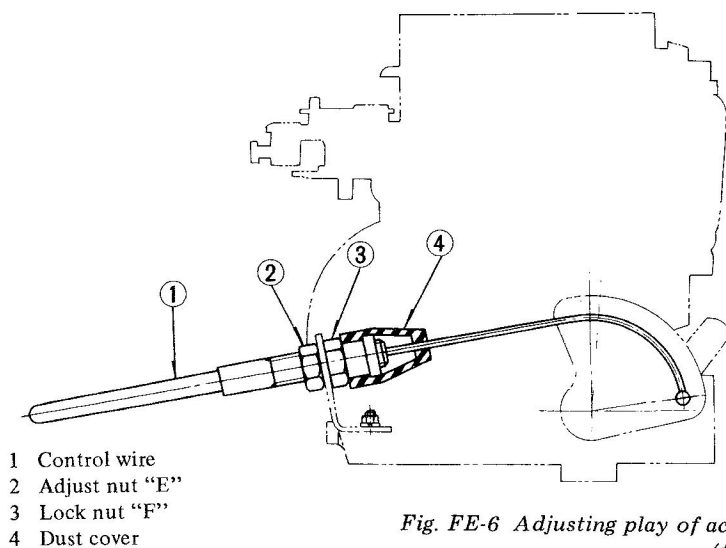
FE067

Fig. FE-4 Removing choke control wire



FE068

Fig. FE-5 Adjusting play of accelerator wire (for R.H. drive)



FE069

Fig. FE-6 Adjusting play of accelerator wire (for L.H. drive)

4. Installation is reverse order of removal.

ADJUSTMENT

Accelerator control system (R.H. drive)

1. Pedal height

Adjust the pedal height to 60 mm (2,362 in) by turning screw at the "X" section. Refer to Figure FE-1.

2. Play of accelerator wire

(1) Fully screw nut "A" against accelerator bracket, and unscrew one complete turn. Make sure that adjust nut "B" can be turned freely and lock nut "C" is loose.

(2) With wire provided with sufficient slackness, turn adjust nut "B" clockwise, and tighten it up to such an extent that throttle lever is about to move. (Play is zero at this time.)

(3) Unscrew adjust nut "B" one to two complete turns. Play will be 1 to 2 mm (0.0394 to 0.0787 in). Now, completely tighten nut "A" and lock nut "C" to secure adjust nut "B."

Accelerator control system (L.H. drive)

1. Accelerator switch

Adjust the switch situation so as to make the end of securing screw of accelerator switch and the face of lock nut "D" in line and then fix switch securely with lock nut "D." (Only for PL620 model) Refer to Figure FE-2.

2. Pedal height

Adjust the pedal height to 78 mm (3.071 in) by turning screw at the "Z" section. Refer to Figure FE-2.

3. Play of accelerator wire

(1) Set throttle valve to completely closed position, and with wire sufficiently slackened, tighten adjust nut "E" up to such an extent that throttle lever is about to move. (Play is zero at this time.)

(2) Unscrew adjust nut "E" one to one and a half turns so that accelerator wire play is 1 to 2 mm (0.0394 to 0.0787 in). Tighten lock nut "F" to adjust nut "E."

ENGINE CONTROL FUEL & EXHAUST PIPING

Notes:

- Make sure that the operation of accelerator pedal is smooth and free in all positions and that nothing touches or interferes with the linkage. When depressing the pedal all the way, throttle valve opens fully, and throttle valve returns to the idle position immediately after releasing the pedal.
- Under the condition that throttle

valve fully opens, the clearance "T" between the pedal and dash floor becomes 2 to 4 mm (0.079 to 0.158 in) without floor mat. If the clearance becomes out of the above specified limits, the readjustment is necessary.

- Accelerator flexible cable must be free from the interference with all the related moving parts.
- After adjustment, coat grease slight-

ly on the portions marked as shown in Figure FE-1 and 2.

Choke control system

The choke control adjustment is accomplished when carburetor choke valve returns to its original position as choke knob is fully pushed in. The wire should be slack when it is securely connected to carburetor.

FUEL SYSTEM

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DESCRIPTION

There are two types of fuel tank. One type is used on Pick-up, and the other used on Double Pick-up. On the vehicles destined for U.S.A. and Canada, the reservoir tank is also used

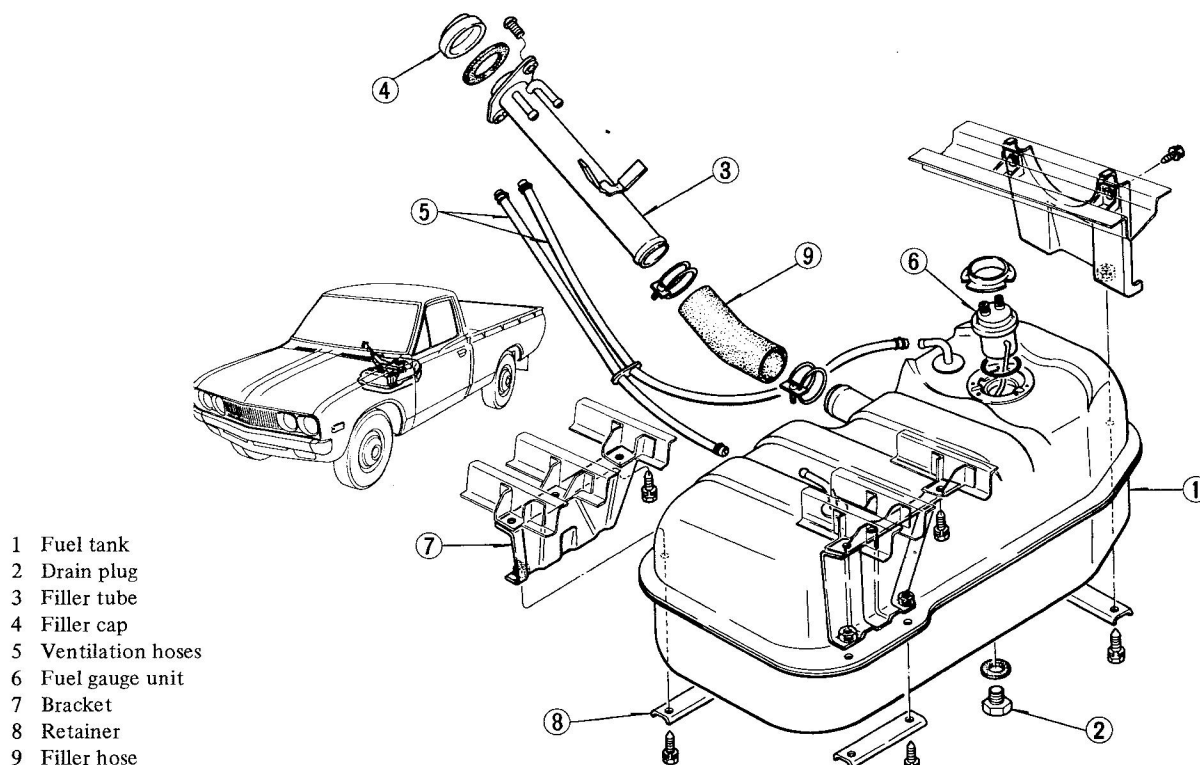
in the evaporative emission control system.

The fuel tank for the Pick-up model is 45 liters (11 $\frac{3}{8}$ U.S.gal., 9 $\frac{3}{8}$ Imper. gal.) in capacity. The tank unit is mounted to the right side of the rear

floor.

The capacity of the fuel tank for the Double Pick-up model is 40 liters (10 $\frac{1}{2}$ U.S.gal., 8 $\frac{3}{4}$ Imper. gal.).

This unit is mounted to the left side of the rear floor.

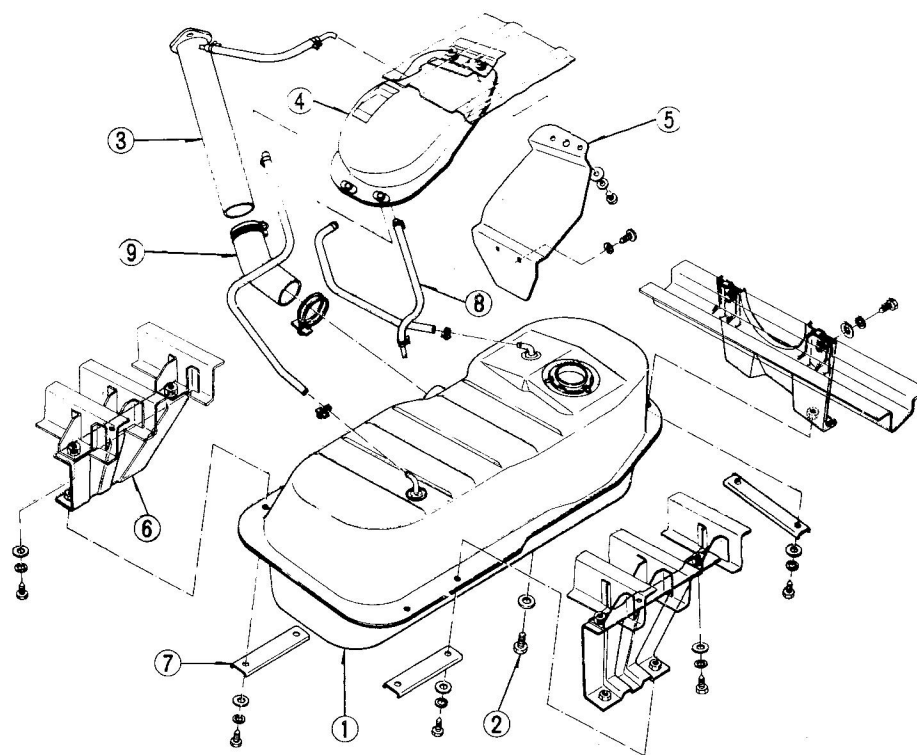


FE070

Fig. FE-7 Fuel tank for Pick-up model (except PL620)

ENGINE CONTROL FUEL & EXHAUST PIPING

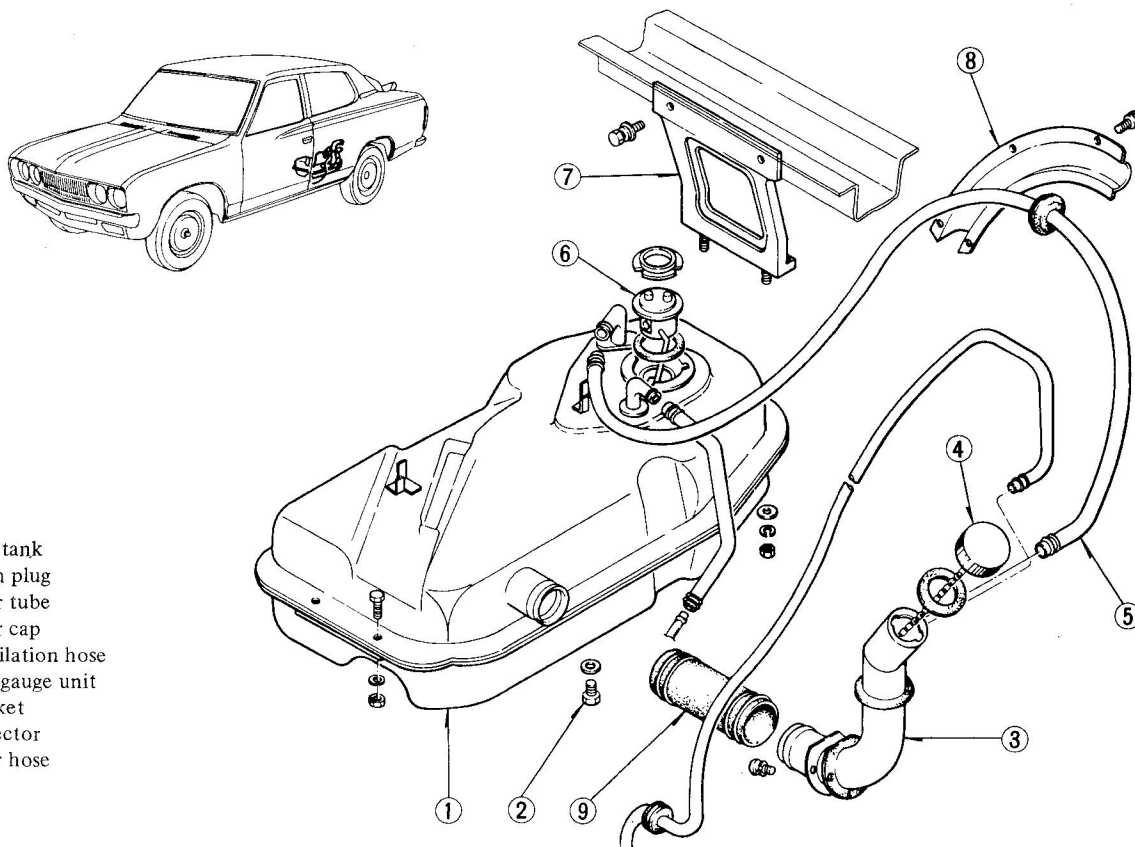
- 1 Fuel tank
- 2 Drain plug
- 3 Filler tube
- 4 Reservoir tank
- 5 Protector
- 6 Bracket
- 7 Retainer
- 8 Vapor hose
- 9 Filler hose



FE071

Fig. FE-8 Fuel tank for PL620 model

- 1 Fuel tank
- 2 Drain plug
- 3 Filler tube
- 4 Filler cap
- 5 Ventilation hose
- 6 Fuel gauge unit
- 7 Bracket
- 8 Protector
- 9 Filler hose



FE072

Fig. FE-9 Fuel tank for Double Pick-up model

ENGINE CONTROL FUEL & EXHAUST PIPING

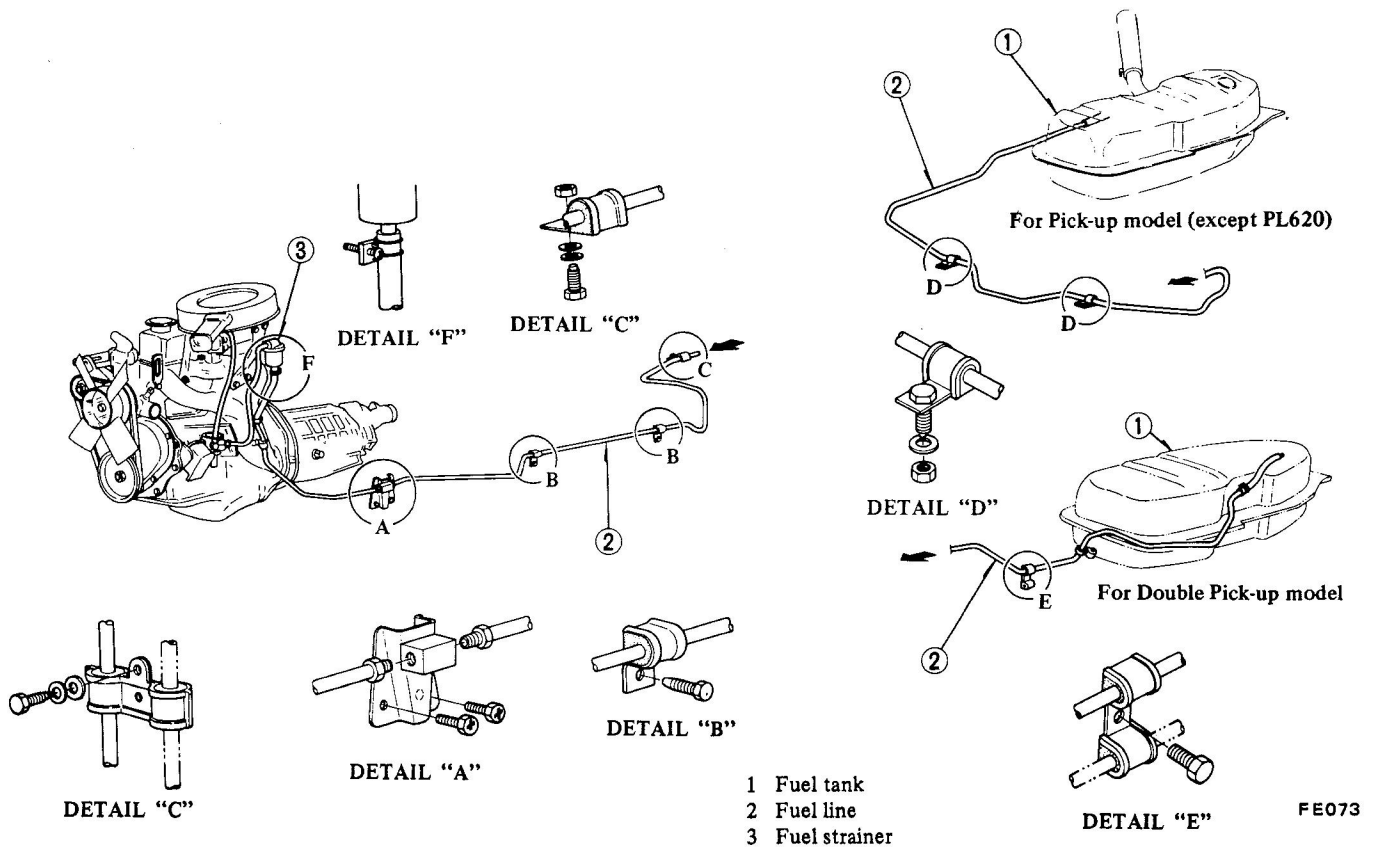


Fig. FE-10 Fuel piping for Pick-up (except PL620) and Double Pick-up models

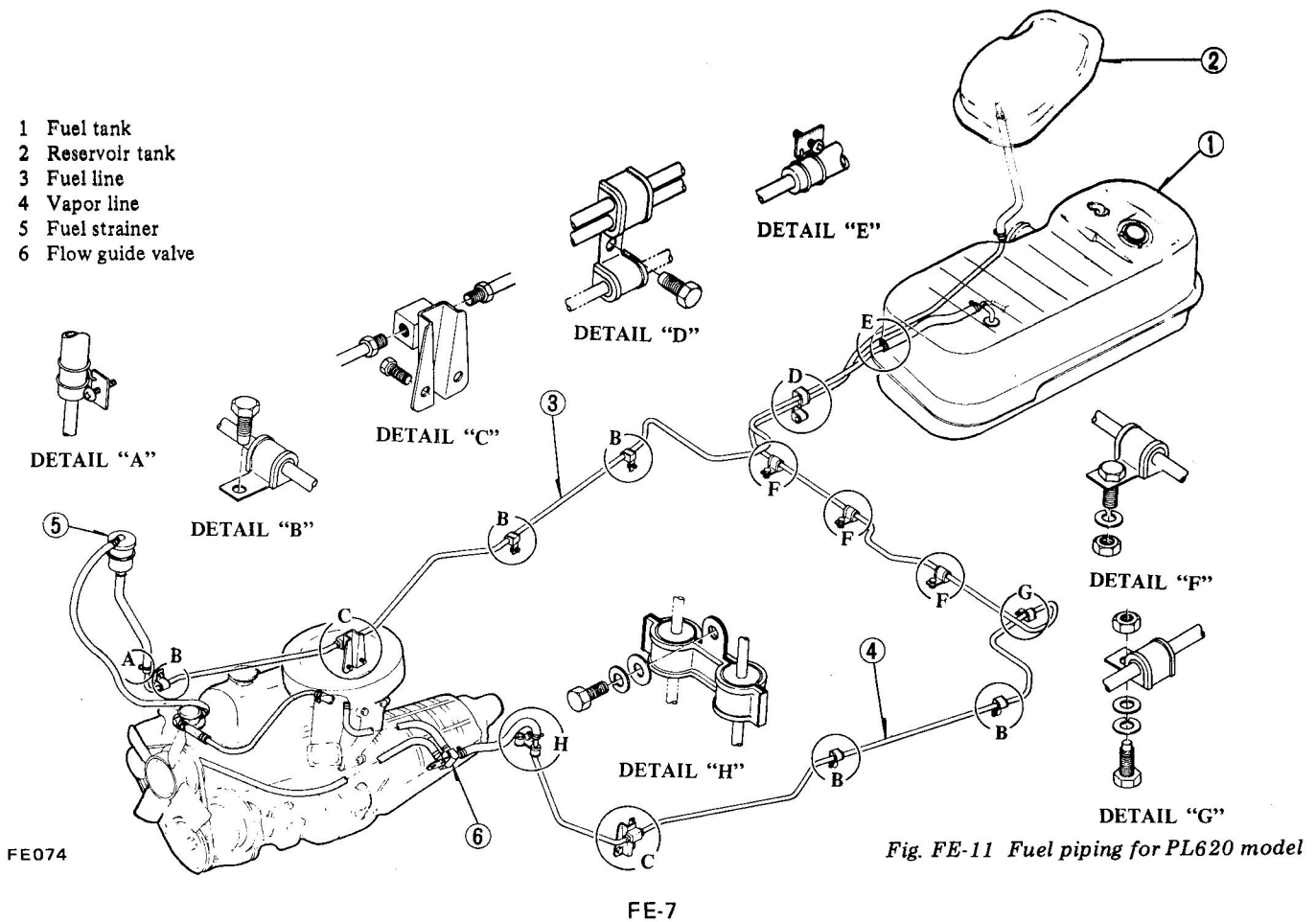


Fig. FE-11 Fuel piping for PL620 model

ENGINE CONTROL FUEL & EXHAUST PIPING

REMOVAL AND INSTALLATION

Removal

Fuel tank (Pick-up)

1. Loosen drain plug and allow fuel to drain into a suitable container.
2. Disconnect filler hose (filler tube side).
3. Remove a total of six bolts (body side) securing fuel tank in place.
4. Disconnect two ventilation hoses and outlet hose (tank side), and then take out fuel tank.
5. The unit gauge is bayonet type and can be taken out by turning lock plate counterclockwise with a screwdriver.
6. Reservoir tank removal (Only for U.S.A. and Canada)
 - (1) Disconnect two ventilation hoses.
 - (2) Loosen four bolts securing reservoir tank, and take out tank with protector.

Fuel tank (Double Pick-up)

1. Remove inspection cover from rear floor. Disconnect wires from unit gauge.

2. Loosen drain plug and allow fuel to drain into a suitable container.
3. Disconnect filler hose, ventilation hose and outlet hose.
4. Remove a total of four bolts securing fuel tank in place, and take out fuel tank.
5. The unit gauge is of a bayonet type and can be taken out by turning lock plate counterclockwise with a screwdriver.

Note: Plug filler hose and tube openings to prevent entry of dust or dirt.

Fuel piping

All fuel lines can be easily disconnected by unfastening clamps and clips. Do not disconnect any fuel line unless necessary.

Note: Plug hose and tube openings to prevent entry of dust or dirt.

Fuel strainer

Every 20,000 km (12,000 miles), replace fuel strainer with a new one.

Installation

To install, reverse order of removal. Observe the following instructions.

Notes:

- a. Install hose clamps securely. Do not tighten excessively to avoid damaging hose.
- b. Do not kink or twist hoses and tubes when they are routed.
- c. Install fuel gauge unit with O-ring in place.
- d. Install filler hose after fuel tank has been mounted in place. Failure to follow this rule could result in leakage from around hose connections.
- e. Run the engine and check for leakage at connections.

Tightening torque:

Fuel pipe rear or front and pipe connection nuts:

0.4 to 0.5 kg-m
(2.9 to 3.6 ft-lb)

Fuel pipe hose clamps:

4.0 to 8.0 kg-cm
(3.5 to 7.0 in-lb)

INSPECTION

1. Check fuel tank for cracks or distortion. If necessary, replace.
2. Inspect all hoses for cracks or fatigue. Replace any hose that is defective.
3. Replace any fuel tube that is cracked, rusted, collapsed or distorted.

EXHAUST SYSTEM

CONTENTS

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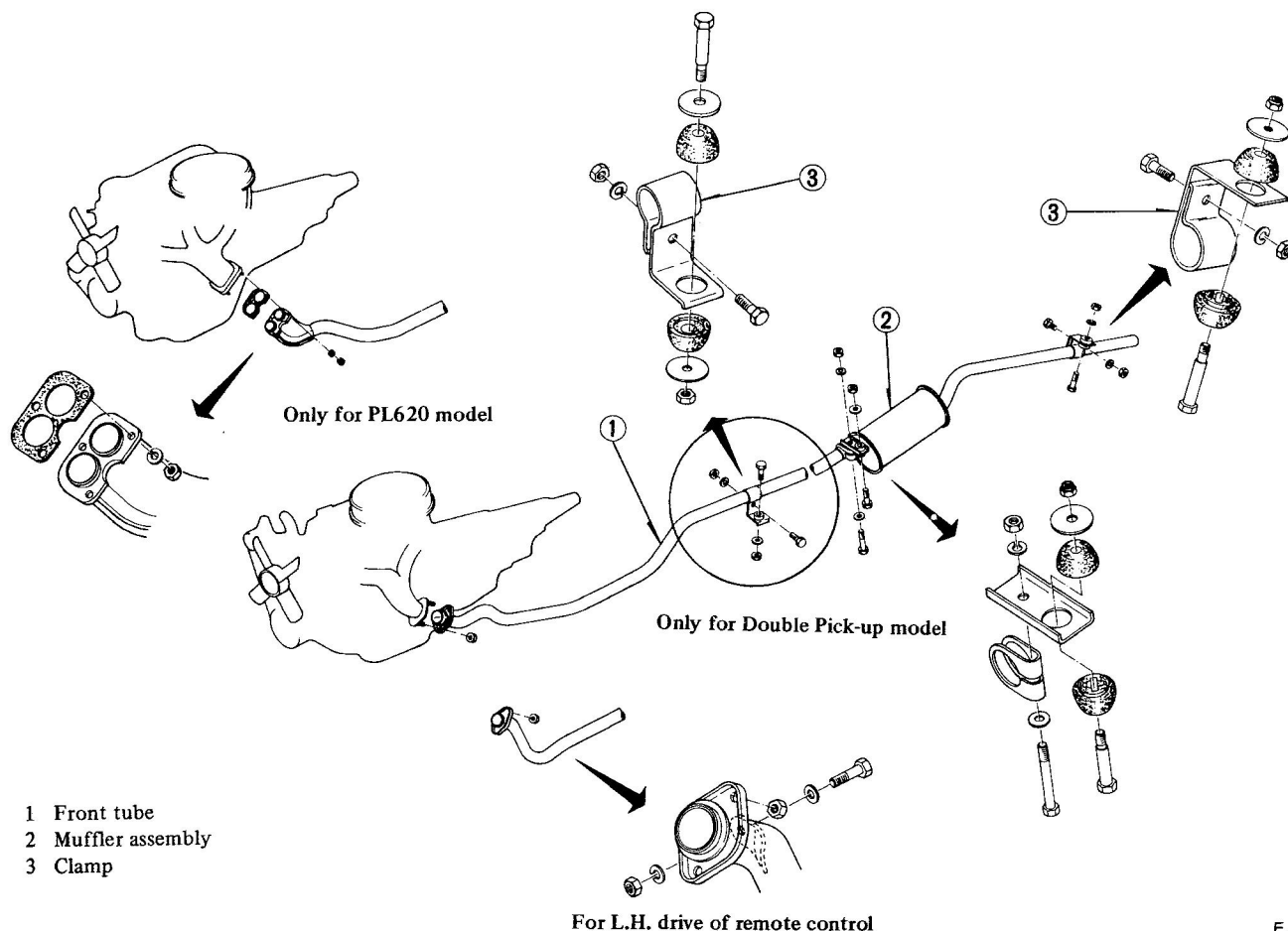
DESCRIPTION

The exhaust system consists of front tube, main muffler assembly, mounting hangers and bracket. The

spring constant of insulator for mounting is low in the vertical direction, so

that exhaust system vibration is not transmitted to the body.

ENGINE CONTROL FUEL & EXHAUST PIPING



FE075

Fig. FE-12 Exhaust system (Pick-up)

REMOVAL

1. Remove nuts securing exhaust manifold to front tube.
2. Remove bolts from clamps. The exhaust system can then be taken out easily.
3. If necessary, remove mounting support and rubber.

INSTALLATION

To install, reverse the order of removal. Observe the following general instructions.

Notes:

- a. When connecting front tube to muffler, be sure to apply it completely to center of embossed portion.
- b. After installation, check to be sure that mounting supports and rubbers are placed without an undue stress. Failure to follow this caution could result in excessive noise or vibration transmitted to car body.
- c. Check all the connections for leaks, entire system for unusual noise, etc. with the engine running.

Tightening torque:

Exhaust manifold and front tube nut: 1.6 to 2.1 kg-m
(12 to 15 ft-lb)

Other bolts and nuts: 1.0 to 1.5 kg-m
(7 to 11 ft-lb)

INSPECTION

1. Check muffler and tubes for cracks or damage. Replace any part that is damaged beyond limits.
2. Replace bracket and mounting rubber parts that are cracked, fatigued.